

AUTOMOBILE NEWS FROM THE WORLD-WIDE FIELD

Chicago Electric Vehicle Garage Solves the Parking Question With a Call Service.

ITINERIES INVADE PORTLAND, ME.

Ten Cars in Houston, Tex., Give Six Rides for a Quarter—Temporary Remedy for Shipping Clutch—Shipment of Trucks in January Heavy.

As a costly offset to its patrons' deprivation of the privilege of leaving their cars unattended, a Chicago electric vehicle garage instituted a call and delivery service between its establishment and certain prominent hotels and downtown stores. In most cases, of course, such a remedy is out of the question. In cities where parking is recognized as a necessary element of traffic, several economic and successful solutions have been found, and there is no good reason why other cities should not face the situation before it becomes seriously difficult.

Among a number of suggestive possibilities in the way of engine development, one that should not be overlooked is the mounting of the water pump on the fan shaft. Such an arrangement in some instances will serve to eliminate one auxiliary shaft, with its attendant mechanism and weight, while it correspondingly reduces the number of moving parts with consequent reduction of points of wear and friction. As far as circulation is concerned, it may be conceded that granting a suitable form of pump, it makes little difference at what point in the engine it is installed. Casting a part of the pump case integral with the cylinder has an economic advantage, while the objection of forcing cold water from the radiator directly into the jacket of the first cylinder may be overcome by suitable baffle plates. It would also afford a pretext for eliminating the bothersome adjustable belt drive for the fan in favor of a permanent mounting and friction clutch. Another advantage worthy of consideration, both by manufacturers and users of cars, as a shipping fan belt is often the cause of much trouble.

A new motor light delivery wagon is to be manufactured at Lima, O.

It is stated that the total daily income of twenty-one of the Kansas city buses is \$357. This means that these buses carry more than 7,000 persons daily.

The furthest north in this country that the "Itiner" has gone is Portland, Me., where a \$15,000 company has been formed to operate 5-cent buses.

It is estimated that last year \$25,000,000 went to the automobile industry in California alone. In this amount \$2,500,000 new cars are represented, as well as the large sums spent for tires and accessories. There were 112,131 cars registered in the state in 1914.

A plant has been opened at Franklin, Ind., to manufacture a device claimed to convert any horse-drawn vehicle into a motor car.

Ten cars in Houston, Tex., give six rides for a quarter. Every passenger that pays a nickel is given a coupon, five of which are good for one cent ride.

When a bicyclist and a motorist collide, it is a question for the jury to decide who is actually at fault, according to the decision of a Missouri court in a recent case.

The University of Michigan's first short course in highway engineering has been opened with prospects of an average attendance of at least 100 for the semester.

An automobile club has been formed at Danville, N. Y.

Car dealers throughout New England have already begun to feel the beneficial effects of the foreign war purchases of shoes and wool. These two industries have made New England optimistic and there is a spirit of happy prophecy in the atmosphere of the Boston show.

London omnibuses carried nearly 734,000,000 passengers during 1913, according to a late report. This is nearly twice as many as were carried in 1910, and is 50 per cent as many as were carried by the street cars. It is also nearly 50 per cent more than were hauled by the local steam railroads.

Preliminary figures of automobile exports during January, 1915, show that the value of motor trucks shipped in that month exceeded \$2,500,000 and that nearly \$2,000,000 worth of pleasure cars and parts were sent abroad. Due to this increase in war truck exports the figures for the seven months' period ended January 31, 1915, show a gain of nearly \$3,000,000 over the corresponding figures for the same period of 1914.

A slipping clutch is a nuisance at the best of times, apart from the fact that the clutch leather may be burned out and thus involve expenditure for renewal of the leather. In some cases there is no adjustment of the clutch spring, and in others the adjustment is often difficult to operate and takes time. A temporary and quick remedy is one that has been used by many heavy vehicles. They take up the footboard to depress the clutch lever and wedge it so that the clutch leather is out of contact with its driving outer portion. It will be found that the leather is riveted to the surface at regular intervals. Between the rivets the leather can be raised slightly and advantage taken of this fact. To remedy the slip some match stalks are required, and these are inserted into the leather midway between the sets of rivets at the back of the clutch. If this be done evenly all around it will be found that the clutch will take up its work and will not slip.

LEARN HOW TO USE FOOT BREAK IN RIGHT WAY

Bring Cars to Gradual Stop; Use Emergency Brake Only When Necessary and Save Wear.

Automobile owners waste thousands of dollars every year through improper adjustment of the foot brake and improper application of it. The unnecessary tire wear that results adds to upkeep cost.

In order to keep the running of automobiles on an economical basis, automobile manufacturers insist that the driver eliminate unnecessary wear. He should suggest to the driver that he should not use the emergency brake until the car has been brought to a stop, and that he should not use the emergency brake until the car has been brought to a stop, and that he should not use the emergency brake until the car has been brought to a stop.

When the car is stopped, the driver should use the emergency brake to hold the car in place. This should be done by pulling the emergency brake handle down and holding it in that position. This will keep the car from rolling back or forward.

implies. Therefore it should not be used for ordinary stops. It is not a bad plan, however, to use the emergency occasionally to see whether it is in good working order. This should only be done when the car has almost come to a stop.

A railroad engineer could not hold a job if he ran his locomotive like some owners run their cars. It is pointed out. The service brake on a locomotive has an efficiency of 60 per cent, and that brake is used exclusively except in emergencies. If an engineer uses the emergency brake, his job depends on his having a good reason for using it.

WHOLE WORLD AWAITING THIS COUNTRY'S ACTION

(Continued from First Page.)

help, so that no unnecessary irritation will be displayed if America chooses to remain neutral.

ASTONISHING STUNTS

PERFORMED BY AIRMEN

From a Belgian mechanic, who was in the Cockerill yards, at Antwerp, on the occasion of the air raid by two British flying machines, there were obtained here today an astonishing account of their performances.

At the yard there is a lofty steel arch, stretching across some of the existing sheds, the slipway and the dock, which carries a traveling crane for lifting heavy weights.

In order to reach the particular sheds in which the most important work was being done, one of the British fliers dived clean underneath the arch, shot through it only fifteen or twenty feet above the roofs of the sheds, and accurately planted his bombs as he did so.

He then shot up to a fair height, and could apparently have got easily away before the surprised German soldiers could turn anything like an effective fire on him.

Instead of doing so, however, he slowed round and, spotting an open space in the yard where a large number of troops had assembled and were firing at him, he dived to an elevation of about 1,000 feet and dropped an other bomb or two in the midst of them, with the result that about thirty or forty were killed or wounded.

After the battle he made off apparently unhurt.

MEMENTOES OF KAISER TAKEN FROM DRURY LANE

(Continued from First Page.)

port, instead of being a primitive one, where all goods had to be discharged into lighters, has now good wharfing and warehousing accommodation. Surveys have also been completed for the widening of the railway between Archangel and Vologda, the junction with the main line for Petrograd, and the work, which will not take very long to complete, is to be put in hand at once. In addition, increasing use is now being made of Vladivostok.

METHOD OF DETECTING PRESENCE OF SUBMARINES

A method for detecting the presence of submarines has just been invented by John Gardner, of Fleetwood. At present, there is nothing, even on the largest liners, which can be called true observation stations from which fairly high-powered telescopic observation can be made. The bridge is rigidly attached to the ship, and participates in all its motions.

Mr. Gardner's invention is a pillar set on deck supporting a stand, which carries not only a telescope but the observer, and the motion of the stand about every axis is gyroscopically controlled, so that the telescope can be used as conveniently in even violent motion as would be the case from a stable platform. With such an apparatus, it is claimed, it will be possible to scrutinize every part of the sea within the radius of the telescope.

OHIO MADE FIRST SILK

The Claim Set Up by Enthusiastic Newspaper of Capital City of State.

Here is what the Ohio State Journal claims: "Ohio was the first State in the Union to engage in the manufacture of silk, according to Dr. William C. Mills, curator of the archeological museum on the campus of Ohio State University. Dr. Mills is endeavoring to get some specimens of the first pieces manufactured to exhibit in the museum.

"The first silk factory was erected at Point Pleasant in 1811, by John W. Gill and Thomas White," said Dr. Mills. "These men planted twenty-five acres in mulberry trees and began the raising of silk worms the following year. Dress silks, ribbons, silk velvets and figured silks were manufactured. The buckeye burr in light buff was the first pattern woven. A vest pattern from this piece was presented to Henry Clay, who also wore a suit of broadcloth made in a Steubenville factory. Since 1817 not a yard of cloth of any kind has been made in Steubenville, although at one time there were twelve woolen, cotton and silk mills located there."

Homes---and Homes

It often happens that a home is built, when, for some reason or other, the desire to have a home in another locality overtakes one. Ordinarily, when this condition arises, the old home is offered for sale. The wise one, however, who has a home in mind, will not do this. He will build a new home in the new locality, and then sell the old one. This is the only way to get a new home without losing the old one. The new home can be built in a new locality, and then the old one can be sold. This is the only way to get a new home without losing the old one.

MONTAGUE MFG. CO. Broad St. and Belt Line.

WINNERS OF 500-MILE RACE USED "SILVERTOWNS"

De Palma and Resta, Who Won First and Second Places, Praised Goodrich Tires.

One of the most remarkable features of the race over the Indianapolis Speedway on Decoration Day was the unanimity with which the drivers turned to Silvertown Cord tires. Twenty-two of the twenty-five big-nosed racers in the gateway were equipped with Silvertown tires, which thus scored a victory of the greatest significance aside from the winning of the race itself. None of the cars with other than Silvertown was able to finish.

This triumph of Silvertown was in no sense a coincidence. It was the culmination of constant and increasing regard on the part of racing drivers for Goodrich tires, which have in every race since their introduction scored a highest efficiency on the speedways of the country.

The Indianapolis Star, on the morning after the big race, said: "De Palma made two stops and Resta one. Neither had tire trouble of any consequence, and both were equipped with Silvertown tires. Until one week ago De Palma intended to use fabric tires, but after trying out Silvertown Cord tires he changed to Silvertown. That he showed good judgment goes without saying."

Referring to the Indianapolis race, the Chicago Tribune of June 1, said: "De Palma, as well as most of the other drivers entered in the race, used Goodrich Silvertown Cord tires. There never was less tire trouble in any previous 500-mile race."

The Chicago Examiner's special correspondent said: "Less tires were used than in any previous classic. Likewise they were good tires. It was a big triumph of material."

Never before has any tire dominated as the Silvertown Cord dominated at Indianapolis. No other tire has ever come anywhere near winning such an extraordinary testimonial as is constituted by the almost unanimous choice of Silvertown Cord tires for the searching, grueling ordeal of this 500-mile race, and no other tires have ever given such service—both in the matter of speed and in the prevention of trouble—as was given by the Silvertowns in the greatest speed contest that has ever been recorded.

De Palma, the winner, said of Silvertown tires: "There is nothing like them."

Resta, who was second in the race, said: "The Silvertown is the most wonderful tire I ever saw."

VIEWERS AND NEAR-VIEWS: HINTS AND SUGGESTIONS

(Continued from Second Page.)

Powhatan, Prince Edward and some other Virginia counties.

The word "old" is misleading. This the seventeen-year locust, cicada, sepioid had this pest some six or seven years ago. "Seventeen-year" is, therefore, a misnomer. See full description under "cicadas, si-kad-i-de, in Century." Can't you reproduce the cuts and also announce some ready Washington help stop this awful army of devastators?

Not a Good Year for Flies.

"Speaking about flies and mosquitoes and such-like disease and terror-bearing insects, and this is the season to talk about them, it may be well enough to remind many Times-Dispatch readers that the June cold spell that we have been so vigorously cursing is not an unmixed evil." So writes a farmer who seems to have been studying the situation with some care. He then goes on to say that in his opinion the June "freeze" has cut off the fly and mosquito product not less than 50 per cent, and he thinks if the "white folks" will do their part in the good work of swatting the fly-exhausting the mosquito, making bare the breeding grounds of the insects generally, the other 50 per cent can be wiped out. Maybe this is something worth thinking about.

"There is all kinds of business just ahead. The war is not hurting us here in Virginia, the seasons are all we could ask for, the crops are getting a great start, and in my opinion, this is going to be the greatest year old Virginia has ever known."

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Have your car equipped with a

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ginia has ever known." So writes an optimistic Charlotte County man. May it turn out that he is just right all around.

FURNITURE FACTORY FOR THE TOWN OF WEST POINT

(Continued from Second Page.)

high grade. The paid-in capital of the company will be \$25,000.

"The location which the O. D. I. Corporation is furnishing for this plant is about five acres, extending from the Southern Railway back to the Pamunkey River, just outside of the town. About fifteen experienced men, all of whom have families, will be brought from North Carolina, and as there is no idle help in West Point now, we expect to bring in at least forty-five or fifty more men from the outside. All these people will need houses to live in, as there is nothing vacant here now, and the present accommodations are overcrowded. Thus you can see there is likely to be considerable activity in and around West Point in the very near future."

The new furniture factory will do great things for West Point.

SOMETHING DOING DOWN IN THE SOUTHERN COUNTRY

(Continued from Second Page.)

to manufacture gin saw cleaner, will build plant.

Gotham Mining and Milling Company, Joplin, Mo., is incorporated with capital stock of \$100,000 to develop lead and zinc deposits.

Cotton Queen Oil Company, Shreveport, La., is incorporated with capital stock of \$100,000 to establish oil-milled oil mill, etc.

East Gulf Coal Company, Beckley, W. Va., organized with \$100,000 capital stock, secured leases on 1,500 acres of coal land for development, also erect forty dwellings.

National Yeast Company, Colgate, Md., is incorporated with \$200,000 capital stock to build plant at Colgate, will erect four brick buildings.

Williams-Poehontas Coal Company, War, Va., was organized with \$50,000 capital stock to develop coal land on War Creek.

Chemical Chemical Co., Montford, N. C., was incorporated with capital stock of \$50,000 to manufacture chemicals.

Virginia Machinery and Well Company, Richmond, Va., was incorporated with capital stock of \$50,000.

BRISTOL GETS IN LIMELIGHT

An Agent of Agricultural Department Drugs Offer on the Border Regions.

BRISTOL, VA., June 5.—N. A. Lapsley, of Richmond, representing the Virginia State Department of Agriculture, presided over by Commissioner G. W. Keiser, in Bristol this week and prepared a story of this city's industrial development and growth for use in a new publication which that department is very soon to issue, and which is to supplement the features of development shown in the agricultural handbook, "The Virginia Book," to be distributed throughout the country in the way of calling attention to the Virginia wealth of resources. It is the purpose of the department also to send a large quantity of these books to the Panama-Pacific Exposition at San Francisco, where they will be distributed to persons who visit the Virginia Building at the exposition. In this way the state will receive wide publicity.

It is fortunate that Bristol is to be given liberal representation in this book. Mr. Lapsley, who was furnished the data by Secretary Remine, of the Board of Trade, outlined his story last night. It will be brief and pointed, however, definitely what has been accomplished in Bristol in a commercial and industrial way and giving the figures as to the number of persons employed in these operations, the amount of money paid for such service, the volume of business done, etc. In addition to this feature, attention is called to the agricultural, mineral and timber resources of the section surrounding Bristol. The article will also emphasize the advantages of this climate.

and the inviting features for tourists. It will also show what has been done in road building in the Bristol region. The Board of Trade supplied Mr. Lapsley with views of street scenes, churches, colleges, public buildings, street scenes, etc., which will be used to illustrate the article.

AS TO SPRAYING

Points That the Amateurs Know Very Little About and Experts Know Less.

A writer, who seems to know what he is talking about, writes:

"Don't use Paris green without adding at least an equal amount of lime, twice as much lime is even better."

"Don't spray carelessly; every part of every plant should be covered by the spraying fluid."

"Don't waste the spraying mixture by allowing it to come out of the nozzle in a stream. A fine mist is much better."

"Don't spray until you know just what you are doing. Follow directions carefully."

"Don't spray while it is raining or while it looks like rain."

"Don't neglect to keep this spraying mixture well mixed all the time."

"Don't forget to wash out all parts of the pump, hose and nozzle, when you are through spraying."

"Don't leave the spray pump out of doors. If taken care of it will last a lifetime."

DIPLOMATS HATED BY GERMAN PEOPLE

(Continued from First Page.)

us. This is becoming absolutely intolerable. German greed and lack of tact are endangering the friendship feeling between Germans and Hungarians, which was one of the first results of the war. Even if we were a conquered nation, we would never tolerate the German language to be spoken on our stages. We have nothing in common with the Germans, and the time has come when we inform them that we will not tolerate their harsh and dishonouring language."

Would Make Big Lake.

If all the electrolyte or acid solution used every year by the Willard Storage Battery Company could be put into one lake it would make a body of liquid approximately 410 feet square and two feet deep. A good place for an electric bath!

A NOVEL MARKET PLAN

One That May Be Copied in Smaller Way in Several Virginia Towns.

A novel public market plan has been put into effect at St. Louis by the St. Louis County Produce Market Company, a \$200,000 corporation, having 475 shareholders, many of whom are truck farmers of the county. The company has built at the corner of Sarah street and Laclede Avenue a two-story store for commission merchants, and running east on Laclede Avenue it has built five sheds for market stalls. The stores are of brick and the sheds have granitoid floors and corrugated iron roofs supported on steel structure. There is space between each shed, which is 200 feet long, for the gardener to drive in and back up his wagon in front of his own stall. Each shed has capacity for forty-four stalls, which

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are rented, and when the structure is complete there will be 416 stalls. Two sheds will be added at the east end of the five now erected, and seven will be built in a row to the north of the first one, and there will be a forty-foot driveway between the rear of the two rows.

R. L. Peters

Interior Decorator and Furnisher

New importations of Decorative Fabrics include Cretonnes and Hand-Blocked Linens, in choice, exclusive designs. A complete line of Silks, Brocades, Tapestries, Velours, etc., for wall draperies and furniture coverings.

Grass Cloths, Leathers, Eldorados and other scenic effects, and all of the new and unusual designs in Wall Papers. Furniture of special design and finish, Lamps and Shades, Rugs, Lace Curtains, Art Goods.

In short, a very extensive stock of high-class stuffs for all sorts of decorative purposes.

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